

## TO THE PATRONS OF THE KNOXVILLE RAILWAY & LIGHT COMPANY

Will you be good enough to read carefully what follows:  
For many years it has been the claim of the Knoxville Railway & Light Company, and the boast of very many of the citizens of Knoxville who have had occasion to visit other cities and been thereby afforded opportunities of making comparisons, that the street railway service rendered the people of Knoxville was relatively second to none and superior to most of similar service to other cities in this country. That claim still holds good by comparison, because the conditions that prevail in Knoxville in respect to street railway service are also to be found everywhere else. It is simply a case of like causes produce like results; and reduced circumstances resulting in ability to meet the demands of the public in regard to service, is the lot of electric railways generally.

Apropos of the above, the following is a quotation from a letter (just received) to a friend by Henry G. McMillan, one of our most prominent and progressive young business men, who is now at San Antonio, Texas, as 1st Lt. in the Quartermaster Department, U. S. Army, inspecting government property over the United States for fire prevention, viz: "Tell Col. Harvey the more I see of other street cars, the better I like the service he gives Knoxville. Our boys are cleaner and more gentlemanly, and the cars are cleaner than any I find out this way."

There has recently been presented to the Board of Commissioners of the City of Knoxville an ordinance requiring this Company to furnish seats for passengers to an extent which calls for a supply of cars which it is a physical impossibility for the Company to furnish; and a vast amount of criticism and complaint has developed on the part of the patrons of the road over the crowded condition of the cars on all lines during the "rush hours" of travel. It is to these criticisms and complaints that this article is directed.

It is frankly admitted at the very outset that the cars are overcrowded, excessively so in some instances, but the Company is doing its best under the attending circumstances. The situation is one in which the patience and forbearance of the public is solicited; and the service the Company has rendered in the past, and its unremitting efforts at all times along the line of building up a Greater Knoxville. We hope justify its request for the temporary indulgence and consideration of its patrons which it now seeks.

Incidentally, it should be remembered that no person or no group of persons is as interested in furnishing the very best possible service as the personnel of the Company. Service is what the Company sells and all it has to sell, and its customers must be pleased with what he buys or in the long run the business is a failure. And it is beyond question or dispute that the vigilance of the Company is unceasing and its efforts unremitting to give to the people of Knoxville the very best service in its power.

In regard to the criticism and complaints under consideration, the answer is found in two conditions—car shortage, due to the impossibility of purchasing new cars or of securing repair parts for disabled cars—and man shortage. While these two conditions grew more acute as the war period progressed, we believe the situation is improving and relief appears to be in sight.

It should be remembered that practically the entire world has been at war for over four years; and that for nearly two years this United States has been one of the participants. Very soon after the commencement of the war, the energies of the mills and factories of this country began to turn in the direction of producing war materials, and it became increasingly difficult as time went on to procure equipment, materials and supplies for this Company—a situation rendered more difficult by reason of the constantly advancing prices. Very soon after this country entered the war, the Government practically commandeered the plants to which this Company has looked for materials and supplies; and it was either impossible to secure them at all or the delivery was so long delayed that it amounted to the same thing.

Long before this country entered the war, this Company made a contract for twelve (12) double truck passenger cars of the latest model and construction for roads of this character, and at a price just about double what the same cars could have been bought for a year or two previous. Early delivery was promised; but the deliveries were postponed time after time until finally, after this country had entered the war, the Company was notified that no promise of delivery could then be made, and was given the privilege of either cancelling the order or allowing it to remain on the books of the car builders to be filled whenever it was possible to do so. In the meantime the money market had been practically monopolized by the Government; and in view of the situation the Company was compelled to cancel the contract. Realizing its duty to the public, however, and animated by a desire to perform this duty, inquiry was immediately made for cars—with the result that we were able to purchase nine (9) double truck cars at Cleveland, Ohio.

In the same way that the Company was shut out of the possibility of securing new cars, it was also prevented from obtaining the necessary materials and supplies to keep in repair the cars which it then possessed. Shipments were delayed for months at a time, and often the order was never filled at all, due to the fact that the factories and mills were employed on government work. While the Company was doing its best in the matter, it was powerless to bring about results. The inevitable result was that the equipment run down, in spite of our best efforts to keep it up to standard. And many cars, on this account, have stood on our repair tracks, disabled and impossible to run. The cars which have been mentioned in public complaints as standing at our car barns, are these very cars. They are disabled and can not be run; but just as soon as the material can be obtained, they will be put in good order and placed in commission.

In respect of men, men on our cars were drafted and went into the service as called, while many others left for other reasons. Not only were our ranks depleted in this manner, but the men of the community from whom we might have refilled our requirements in this respect were likewise drafted—and the men could not be obtained. The above referred not only to our motormen and conductors, but also to the men at our car shops. And the position of the Company can readily be appreciated.

We have not had the cars; and we have not had the men to run them. The situation, however, is changing, and we believe that we can firmly promise that within a short time we will be able to have running on the road sufficient cars to give the same service that we gave to the City of Knoxville before the war opened. In the meantime all we can do is to ask our patrons to recall what we have endeavored to do for them in the past; and beseech them to bear in patience such inconveniences as may arise; doing this with a full assurance on our part that we will do our very best to lessen them, and improve conditions as fast as may be within our power.

## KNOXVILLE RAILWAY & LIGHT CO.

Cleveland taxicab companies have dispensed with men chauffeurs and now depend exclusively upon women to run their machines.

Before the war there were 177,000 mine workers in the anthracite industry. The number has been drawn down to about 145,000 now.

Marine strikes on United States ships are barred for the duration of the war by a new agreement between owners and the engineers' union.

A union of the Brotherhood of Maintenance of Way Employees has been completed of the track repairers of the Gulf, Colorado & Santa Fe railroad.

Birmingham (Ala.) central body and State Federation of Labor have ruled that every delegate must have at least three labels on his person before he will be seated.

There are on file now with the state department of labor and industry assurances from 42,000 Pennsylvania employers that they will give employment to crippled men.

The national war labor board favors the adoption of a dividing line between the war industries in which women should be employed and those in which they should not.

Officers of the California oil well workers' unions have notified President Wilson that they can "develop and operate the government lands in controversy with oil companies."

New Jersey will soon have vocational schools throughout the state, where men of other vocations not essential to the war will be taught the machine trade or such part thereof to help win the war.

Thirty-five thousand girls, most of whom are government workers, will be fed daily by the Young Woman's Christian association at its various cafeterias when it opens its new house in Washington.

The Standard Oil company of California has announced an advance of 10 per cent in wages of all employees in all departments, taking effect October 1. This advance does not, however, affect those earning more than \$4,000 a year.

The state council of defense has issued an order fixing a daily wage scale in South Dakota. The order provides that ten hours of field work shall constitute a standard day. The order shall not apply to permanent labor hired by the month or year.

**Non-Resident Attachment Notice.**  
W. H. Wright vs. J. B. & J. C. Blank  
Enship No. 16493

Before J. R. Ailor Justice of the Peace for Knox County, Tenn.

In this cause, it appears by affidavit that the defendants J. B. Blankenship and J. O. Blankenship are justly indebted to the plaintiff and they are non-residents of Tennessee, so that the ordinary process cannot be served upon them and an original attachment having been issued, and returned to me, with a levy upon the defendants' property it is ordered that publication be made in the Knoxville Independent, a newspaper published in the city of Knoxville, Tennessee, for four consecutive weeks, commencing the said defendants to appear before me, at my office in Knoxville, Tennessee, on the 20th day of Feb. 1919 and make defense to said suit, or it will be proceeded with ex parte.

This January 20th, 1919  
J. R. Ailor, Justice of the Peace for Knox County, Tennessee.

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### EIGHT-HOUR DAY SCIENTIFIC

Has been Proved by Experiments to Give Best Results Both to Employer and Employee.

A recent decision of the war labor board upholds the eight-hour day in industrial plants except in case of emergency and provides that the question of emergency must be determined by a committee representing employer and employees. That decision is a "war measure" of very great importance. Three commissions composed of scientists of the highest scholarship and character have made reports on that subject in England. One was a commission on efficiency, one on sanitation and one that devoted itself exclusively to the investigation of "fatigue." All of these came to the conclusion that under an eight-hour day more goods can be produced than by working men a longer time. For some weeks there can be a greater output, by working men ten hours a day, but the after effects are so deleterious that in the end there is a reduction in the product. It is the first time that a scientific investigation was made of "fatigue, and reaction from it," and some of the conclusions were astonishing to medical men, but the profession has universally accepted them.—Omaha World-Herald.

### GOMPERS MAKES SPEECH TO FRENCH SOCIALISTS.

Samuel Gompers, president of the American Federation of Labor, spoke before a meeting of the Socialist group of the French chamber of deputies. He outlined the position taken by the American workers relative to the problems arising from the war, and closed by expressing the sympathy felt by American workers for the nations that are struggling to assure a reign of justice and liberty throughout the world.

Addresses were also made by Socialist deputies, who said that a perfect understanding existed between French Socialists and American workers in the carrying out of President Wilson's policies.

### Women Workers.

England has at least a million women in her banks, factories, munition plants, railways and shipyards who have never worked for wages before.

Practically all the factories in England where women are employed maintain women police forces. These female sleuths examine all passports, check the workers as they enter the factories, search for contraband articles, such as cigarettes, matches and alcohol, patrol the factory, neighborhood, and assist the police court magistrates.

Five thousand American girl clerks are needed at once in France to relieve men now employed there for military duty.

Schools are to be established throughout the United States where women workers will be trained to take the places of men. Over half a million women are needed at once to fill vacated positions.

Women in service as ambulance drivers and nurses on the war fronts will be admitted to the full honors of the army and navy union along with soldiers in the present war.

Women are being employed as street cleaners in Philadelphia.

Many English women have taken up the veterinary profession.

### Impetus to Arbitration.

It is reasonable to suppose that the success of the war labor board in dealing with labor disputes during the war will give impetus to the movement for compulsory arbitration in this country. The demand for peaceful settlement of industrial disputes has grown of late years, and the experience through which the country is now passing shows that equal justice can be assured for all the interested parties, including the public, by arbitration. The tremendous loss of production and sacrifice of wages, to say nothing of the lawlessness which frequently results from a strike or lock-out, can be avoided by the submission of controverted questions to an unprejudiced tribunal for settlement. That is the plan which, it is proposed shall be adopted with relation to international disputes hereafter, and capital and labor may well take the lead in applying it to their own disagreements.—Exchange.

### 75,000 Railmen Get Pay Raise.

Following the lead of the United States railroad administration, the Canadian railway war board granted wage increases, totaling \$22,000,000 annually, to more than 75,000 employees. The increases are on the uniform basis of \$25 a month to each employee in the classes affected, which include clerks, watchmen and section men. The board also established an eight-hour day for employees in all Canadian railway freight sheds, effective October 15.

### Make Shipbuilding Record.

A new world's record in shipbuilding has been made by America in constructing within a year a total of 1,656,455 gross tons. Commissioner E. T. Chamberlain of the bureau of Navigation of the department of commerce, has reported to Edward N. Hurley, chairman of the United States shipping board: "We have gone over the top."

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## STAUBS THEATRE

Tuesday Night, January 28

COHAN & HARRIS PRESENTS

The Funniest American Comedy of Recent Years

## A TAILOR MADE MAN

A Comedy Classic Direct From a Solid Years Run in New York

Wednesday, Thursday, Friday & Saturday Nights

Only All Mystery Show Ever Offered in Knoxville. First Stellar Magic Congress Presented Here in Eleven Years.

LOCAL PREMIERE OF THE GREAT

## BLACKSTONE & CO. MOSTLY GIRLS

World's Master Mind Of Magic, Superman Of Mysticism.

A Wizard Without An Equal In Every Paffing Department Of Magic, Necromancy, Hypnotism, Spiritualistic Seance, Mind Reading, He Does It All. Thaumaturgy, Public Escape From Restraint, Lightning Card Manipulating, Illusion, Levitation, Human Disintegration.

## TALKS OF LABOR BOARD DECISION

Col. Harvey Declares The Situation is Serious

Says Company Had Hoped It Would

Not Become Necessary to Raise

Car Rates.

Having received a certified copy of the wage award granted employees of the Knoxville Railway and Light company by the United States war labor board, Col. C. H. Harvey, president of the corporation, gave out a statement Friday in which he says that the award grants a wage increase of from 70 to nearly 100 per cent above the contract scale, while the cost of living has increased only 15 to 16 per cent.

Employees have been receiving 22 to 29 cents an hour, with a bonus of two cents an hour if on duty 28 days a month, while the war labor board award grants a wage of 36 cents an hour for the first three months service, 38 cents for the next nine months and 40 cents thereafter.

Col. Harvey in his statement also called attention to the recommendation of the war labor board that the city commission grant the Knoxville Railway and Light company the right to raise their car fare to six cents and said the company had hoped that it would not be necessary to raise street car rates.

The statement asserts that "The condition is serious, but the company will endeavor to meet it fairly and squarely."

His statement in full is as follows:

"From the board's notice it seems that the national war board has undertaken to raise the wages of the employees of the Knoxville Railway and Light company from 100 to about 150 per cent in excess of the pre-war scale of wages, already agreed to and accepted by the employees.

"The appeal by the employees to the national war labor board was for an increase of wages on account of the increased cost of living. In September, 1917, the members of the employees union of the Amalgamated Association of Electrical Street Railway Employees of America, acting in conjunction with one of their national vice-presidents, agreed to a scale of wages and entered into a contract in regard thereto, fixing the scale nearly fifty per cent in excess of the pre-war scale. Government reports and private investigation showed that the increase in the cost of living from September, 1917, to August, 1918, when the complaint of the employees was filed, had increased not exceeding 15 or 16 per cent. The Knoxville Railway and Light company offered its employees an increase of twenty per cent in their wages—thus more than meeting the increase in the cost of living.

"The National war labor board, instead of increasing the wage scale to meet the increased cost of living, upon which the complaint was based, and which in our opinion have justified an increase of only 15 or 16 per cent, undertook to grant, and award, an increase amounting to from seventy to nearly 100 per cent over the contract wage scale of September, 1917.

"It seems apparent from the award and from the communication of the national war labor board to the mayor and commissioners of the city of Knoxville, that the labor board expects this increase of wages to be paid by the general public out of increased car fares—their recommendation to the city commission in respect of this matter being as urgent as language could make it.

"While war conditions were bearing heavily upon the company, adding enormously to its expense of operation and making it practically impossible to keep its equipment up to the high state of efficiency heretofore maintained and always desired by the company, we had hoped to get by without increasing our car fare, which, if put into effect, would practically mean increasing the general burden of the community for the benefit of our employees. The condition is serious but the company will endeavor to meet it squarely and fairly."

### INSOLVENCY NOTICE.

The insolvency of the estate of Frank Sanders, deceased, having been suggested by the undersigned to the County Court of Knox County, Tennessee, and an order predicated thereon having been made, all persons having claims against said estate are hereby notified to file the same, duly authenticated, in the manner prescribed by law on or before the Fifteenth day of July, 1919; or the same will be forever barred both in law and in equity.

Dated at Knoxville, Tenn., on this 14th day of January 1919

W. F. Miller, Administrator of Frank Sanders, Deceased.

### NON-RESIDENT ATTACHMENT NOTICE.

TO HENRY H. BARNETT

Gertrude H. Barnett vs. Henry H. Barnett

State of Tennessee. In Chancery Court of Knox County. No. 16413

In this cause, it appearing from the bill filed which is sworn to that the defendant Henry H. Barnett is not indebted to complainant and is a non-resident of the State of Tennessee, so that the ordinary process cannot be served upon him, and an attachment having been issued and levied on the defendant's property, it is ordered that said defendant appear before the Chancery Court at Knoxville, Tennessee, on or before the first Monday of March next, and make defense to said bill, or the same will be taken for confessed and the cause set for hearing ex parte as to him. This notice will be published in the KNOXVILLE INDEPENDENT for four successive weeks.

This 22nd day of January, 1919

J. C. FORD Clerk & Master.

Will D. Wright, Sol.

Jan. 25 Feb. 1 8 15 1919

### NON-RESIDENT ATTACHMENT NOTICE.

Chavannes Lumber Co. vs. W. C. Karnes et al.

State of Tennessee. In Chancery Court of Knox County. No. 16400

In this cause, it appearing from the original bill filed which is sworn to that the defendant W. C. Karnes is justly indebted to complainant and is a non-resident of the State of Tennessee, so that the ordinary process of law cannot be served upon him, and an attachment having been issued and levied on the defendant's property, it is ordered that said defendant appear before the Chancery Court at Knoxville, Tennessee, on or before the first Monday of March next, and make defense to said bill, or the same will be taken for confessed and the cause set for hearing ex parte as to him. This notice will be published in the KNOXVILLE INDEPENDENT for four consecutive weeks.

This 21st day of Jan. 1919

J. C. FORD, C. & M.

O. L. White, Sol.

Jan. 25 Feb. 1 8 15 -1919

### NOTICE OF INSOLVENCY.

To the Creditors of the estate of H. T. Turner, Deceased.

The insolvency of the estate of H. T. Turner, deceased, having been suggested to the County Court Clerk of Knox county, Tennessee, notice is hereby given, as required by the order of said Clerk, to all persons having claims against said estate to file the same with the clerk of said court at his office in Knoxville, properly verified as required by law, on or before the 8th day of July, 1919, or be forever barred. Any one indebted to the said estate is hereby notified to make payment to me at once.

Noble Smithson Administrator.

January 25 Feb. 1 8 15 1919

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